The FUTURE of AVIATION!

EN years ago, among the sand dunes of North Carolina, a slim, gaunt, intense Ohioan stretched himself downward on a narrow ledge surmounted by yards of outstretched muslin, a compact, powerful little engine purred at his heels, and a giant, inanimate thing of spruce and cloth

swept like a falcon out over that silent, sea coast desert. A little telegraph office at Kitty Hawk, N. C., an hour later startles a world with the laconism: "The Wright brothers have flown." It was the word civilization had awaited hundreds of years. For the dream of flying is as old as civilization.

A decade has passed since man "sprouted his wings." The world has watched him from his first weak, fitful bounds from mother earth for brief seconds aloft to his hours and even a day in steady sustained flight. It has ceased to marvel, and it expectantly has come to look to the future-to wonder "what Ten years ago Wilbur Wright flew at Kitty Hawk for 59 seconds. Today the record for sustained flight is 14 hours and 1,300 miles.

In ten years the aeroplane has made more rapid strides than did the automobile. More than a thousand men, with a fair percentage of women, today are driving aeroplanes in all parts of the The first successful flight of the Wrights has almost been forgotten so great has been the progress of the aeroplane and the increase in the number of aviators.

The English channel has been crossed and recrossed by one, two and three persons in an aeroplane, aviators have swept up and over the fearsome peaks and abysses of the Alps; whole continents have been crossed in aviation races; the United States has been spanned by an American, who lost his life in a comparatively trivial exhibition feat. But the present asks: "Well, what of the future? What will these birdmen be doing ten years from now?"

From the stage of pure amusement, the period when aviation was alone for the

daring, those who were counted foolhardy and the show people of the air. flying is working toward a commercial stabilization. The men who cling to week. France leads in the number of aeroplanes. These total more than 267, aviation today are those with ideas of making it a recognized asset of com. and the French have one aeroplane for the navy. merce. The era of aerial transportation is upon us.

They will have crossed the Atlantic ocean, penetrated the dismal jungles back the word from the remote regions of ice and snow? Perhaps. But, greater still, aeroplanes will be a proven adjunct of commerce. Our mails of the great railroad system will give way to the critical eyes of a man-bird 1912 was that of Andreadi, who, in a Nieuport machine, flew from Sebastopol sweeping swiftly along the ribbons of steel. Through tangled wood and over to St. Petersburg, 1,670 miles. He took 25 days for the trip. swollen river the telegraph and telephone lineman will skim with his vision focused on narrow strands of copper wire. Far into Alaska, reached today supplies and even luxuries. These are but a few of the suggestions of aeronautical optimists

The enormous death rate of aviation in proportion to the number of perthe air is far from complete. But such strides have been made in the last few mountain transportation and delivery of the mails. years that, despite the death toll, the results have been more than encourag ing. There are aviators flying today who, seemingly, are almost as safe in the air as if on land or on the water. After all, most of the deaths of aviators have been due to accidents which resulted from carelessness of some one, either the fiver himself or his mechanician.

So confident are aviation experts that the aeroplane has been developed to a stage where it can be used in every day business that many of them are aeroplane. attempting to adapt it as a carrier of the mails. Many of the Alaskan wastes and sparsely settled regions of the west could be traversed in hours where now it requires days.

The French government was the first to apply the aeroplane to the pracand editor of Flying, a magazine devoted entirely to the airmen, recently predicted wonderful progress in the aeropost.

'Eact' month," he wrote, "something happens to emphasize more force fully the value of the aeroplane for mail carrying, and whereas it is usually demonstrated in places where there is an efficient mail-carrying service-by the ordinary methods-it is made more and more evident that aeroplane mail service will be a boon to such places as Arizona, Colorado, Texas, New Mexico, Nevada, Alaska, the Philippines, Canada and South and Central

"The conquest of the desert by aeroplane is complete. Traveling a mile French government in the last six months has employed twoscore of aeroplanes to carry mail, provisions and passengers from Casa Blanca, the port. to different points along and across the desert. With this aerial service it aeroplane has shown that it is to become a potential factor in solving the problems of advancing civilization in Morocco, Algeria, Tripolitania, Congo. the Soudan and in Zambesi.

"It already has saved thousands of lives in the French campaign in Morocco and Italian campaign in Tripolitania-for which it has never received credit from the world at large-by always watching the movements of the of the national government. South and Central America are as yet practically enemy, thus avoiding those unpleasant surprises which have crimsoned the pages of the history of the conquest of Africa.

Other demonstrations have been given practically each day of the last Bider and the threescore of other airmen, who make flights of from 500 to 1,300 miles a day, are forceful demonstrations of the increased swiftness in mail carrying which the aeroplane affords."

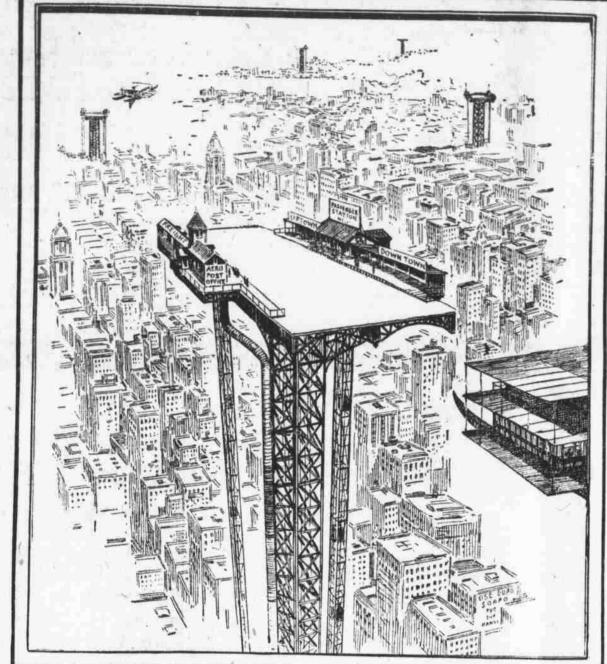
Advocates of the aeropost for Alaska point out that last September United States army engineers traveled half way across Alaska to a point two degrees Massachusetts Institute of Technology, that it is a duty on the part of educafrom the arctic circle-traversing altogether about 826 miles-in 19 days. The aeropost proponents say any of the well-known cross-country aeroplane drivers of today could have accomplished the trip, with or without mail, in one day

and many others could do it in three days at most. United States government officials have indicated their willingness to dangers. help in developing the aeroplane for the mail service. Postmaster General A. S. Burleson, in a recent letter to Woodhouse, showed his desire to encourage

the aeropost advocates as much as he can. "I fully realize," he wrote, "the necessity of keeping abreast of the needs of the postal service for the rapid transmission of mail and of using every possible facility to this end. In line with this conviction the department is ready at all times to give careful study and consideration to such new means of transportation as may be discovered and developed. We have repeatedly given official aid to aviation meets throughout the country by establishing special postal stations and authorizing the transportation of mail temporarily

These activities, of course, are recognized as experimental, but I am ing in public to show it to the world. persuaded that the time is rapidly approaching when the department will be called upon to give serious consideration to the feasibility of aerial mail heavier-than-air machine could be made to fly. Before them, for many generatransportation. The adoption of such means, however, can only be brought tions, men had tried to solve the problem of aerial navigation, but the spherabout after it is demonstrated they can be furnished and maintained within ical balloon up to 1903 practically had been the only air craft that could be

the proper limits of economy.' That no future war will be fought without the aid of the acro scout is a foregone conclusion. This is evidenced by the invaluable aid the aercplane gave the French and Italians in their recent troubles in Morocco and Tripoli, and to the various armies engaged in the recent warfare in the Balkans. United States army aviators every day now are scouting along the Mexican border watching over the huge army camp in which men are living when experimenting; Prof. John J. Montgomery of California, and many every day on the chance trouble with Mexico may start at any time.



THE FUTURE OF AVIATION AS AN ARTIST SEES IT

Increase is being made in aeroplane equipment of the world's armies every

Russia has 116 army aeroplanes and Germany has 46. Japan has 10, Great Britain has about 30, Italy has 25 and the United States about 25. England of Africa, scanned the tropical fever-ridden areas of the Amazon, brought has six for the navy, and the United States, Japan and Italy have four each. Russia has one and Germany two.

Cross-country flights in 1912 and 1913 show conclusively aeroplanes can will be shot to almost inaccessible points through the air. The trackwalker be relied upon to cover great distances at high speed. The greatest flight in

Great things are ahead of the aeroplane. A prize of \$50,000 has been offered for the first flight across the Atlantic ocean. Next year or the year after only by toiling dog train and intense suffering, will go the aviator with mail some venturesome aviator, using a hydroaeroplane, probably will have attempted to fly from England to America or from America to Eugland, and the success of the venture would not be surprising.

Two things are certain: The aeroplane has come to stay as a war agent, sons who have taken it up would indicate to the layman that the conquest of and it will develop into the best agent for the cross-continent and cross-

There also are possibilities in the transportation of passengers, the establishment of aerial ferries and the inspection of long sections of railroads. Already it is being utilized by telegraph line inspectors in remote sections of against the law to kill one. Consewest.

It is Editor Woodhouse who points out that railroad inspectors could cover more ground and make better and quicker reports by the use of the

"Using an aeroplane," he declares, "inspectors can inspect the road at a speed of between 40 and 70 miles an hour. By using moving picture machines an inspector can photograph the line at the rate of 50 miles an hour, and allowing six hours of traveling to each day he can in three days present to tical delivery of the mails. The aeroplane has given a fast mail service in the executive officers of a railroad a film showing the detailed conditions of parts of desert Africa. Henry Woodhouse, an expert on things aeronautical 1,000 miles of road, which the officials can go over at their meeting and know the exact state of the road and the land adjoining the road.

> "As was shown by the experiences of C. P. Rodgers and Robert Fowler in their trips across the continent, rails offer certain advantages over broken country for landing on and starting from. An aeroplane having wide roller wheels finds the rall an every-ready platform to land on and start from.

"A railroad considered the matter of using aeroplanes a year or so ago, but they were deterred from employing them by the excessive cost of securing competent aviators to operate them. At that time competent aviators were still drawing large incomes from exhibition flying, and as that particular railroad which was willing to consider the employment of aeroplanes found that a minute, it crosses from casis to distant habitation in a few hours. The it required 12 aeroplanes for the purpose, the salary item became too excessive to be practical.

"But now that competent aviators can be had at from \$50 to \$100 a week, and almost any intelligent mechanic can be trained to operate the kind of has been found that intercommunication and transportation between points machine needed for railway surveying, the proposition assumes a practical are out for dinner. Last evening you on the desert is faster than in certain places in Europe and America. The aspect and there is no doubt that railroads will readily see the advantages of using aeroplanes for this particular purpose."

Editor Woodhouse, like many other aviation experts, believes it will be only a question of time when the aeroplane will be developed for use in connection with the revenue cutter service, irrigation service, life saving and light house service and in the bureaus of fisheries, forestry and gological survey virgin territories for the development of aerial navigation.

Aviation experts are engaged in devising the best way to make an aeronautical map of the world. Tremendous increase in air navigation, combined year. Every one of the flights of Garros, Brindejonc de Moulinais, Guillaux, with the widening radius of dirigibles, crossing countries, continents and even seas, as they have, has made the necessity for the aeronautical map imperative.

The need of well trained, capable young men to take up aviation is pointed out by Woodhouse, who believes, with President Richard C. Maclaurin of the tional institutions to provide instruction in aeronautics.

"Aerial flight of today," Dr. Maclaurin says, "is either an engine of war or an exciting amusement. Its greatest use at present is for pleasure, but the number of gondolas has been before it can be very greatly developed it must be freed from its more serious

"The men who must see to making reasonably safe the sport of flying must be trained engineers and men of science, and such men are produced in the higher technical schools and colleges. It is for such reasons that the Massachusetts Institute of Technology now makes official a line of work that heretofore has been possible only as an adjunct to other courses."

And so aviation as a science stands. Men in every walk of scientific endeavor are trying to improve it. The nations of the world are spending \$89,-000,000 this year to forward the progress of aviation. With expenditures in creasing every year wonderful things can be expected in the next decade. In the meantime constructive geniuses like Orville Wright and Glenn H. Curtiss are working in secret to improve the acroplane, and flying geniuses are work-

The Wrights, Wilbur and Orville, were the first to demonstrate that relied upon to carry passengers.

Some of those pioneers in the search for flying honors previous to the success of the Wright brothers are: Prof. Samuel P. Langley, one time secretary of the Smithsonian institution in Washington; Sir Hiram Maxim; M. Clement Ader, who was killed during his experiments; Otto Lillienthal, a German; Octave Chanute, civil engineer; Percy Pilcher of England, killed

The recruiting officer wondered if it | iterated the other. "If you don't bewas the heat and implored the young lieve it you can write home. Every-Then it occurred to Lieutenant Arm-

strong to hand a piece of paper and a pencil across the desk to his troublesome caller and told him to write his

Placid Nature.

WORKMEN OBSERVE THE RULE

Regulations of Foremen, However, De Not Prevent Them Getting Their Accustomed Beverage.

in the lower section of Manhattan a new office building is in the course of erection. Hundreds of men, ironworkers, carpenters, plasterers, etc., are employed. The majority of these workmen drink beer. Recently the foremen of the different gangs combined and agreed to issue the following order:

"Beer will be allowed only once a day, and that is at noon time, and one man is to go for it."

Now, persons who happen to be in the vicinity of the building around 11:45 o'clock see a very curious sight. it is this: A man emerges from the nearly finished building with about four beer cans on one arm and a large butter tub embraced on the other. He starts in the direction of Church street. In about fifteen minutes ha can be seen on his return trip with the four cans overflowing on one arm and the butter tub still firmly em braced and filled to the top.

ECZEMA SPREAD OVER BODY

Roxbury, Ohio,-"When my little boy was two weeks cld he began breaking out on his cheeks. The eczema began just with pimples and they seemed to itch so badly he would scratch his face and cause a matter to run. Wherever that matter would touch it would cause another pimple until it spread all over his body. It caused disfigurement while it lasted. He had fifteen places on one arm and his head had several. The deepest places on his cheeks were as large as a silver dollar on each side. He was so restless at night we had to put mittens on him to keep him from scratching them with his finger nails. If he got a little too warm at night it seemed to hurt badly.

"We tried a treatment and he didn't get any better. He had the eczema about three weeks when we began using Cuticura Soap and Ointment. I bathed him at night with the Cuticura Soap and spread the Cuticura Ointment on and the eczema left." (Signed) Mrs. John White, Mar. 19,

Cuticura Soap and Ointment sold throughout the world. Sample of each free, with 32-p. Skin Book. Address postcard "Cuticura, Dept. L, Boston."-Adv.

Catch Sea Cow on Coast.

Whether the skill shown by William Steamer, negro fisherman, in lassoing a large shark at the Breakers Hotel pier, caused the appearance there of a sea cow has stumped even the old time yarn spinning fishermen who pride themselves as solvers of acquatic riddles.

A score of persons were gathered on the pier watching several West Indians draw in their nets. Much to the surprise of the spectators and the negroes the sea cow was brought to the surface of the water. Fishermen well acquainted with these waters say that the sea cow is now extremely rare, so much so in fact that it is quently, after the negroes had hauled it close enough to the pier so that its cumbersome form could be seen, the cow was released. In view of Steamer's feat and the later incident, the waters around the pier have been called the corrall.-Palm Beach (Fla.) Dispatch to New York Herald.

For 75 years Wright's Indian Vegetable Pills have been their own recommendation in conditions of upset stomach, liver and bowels. If you have not tried them, a test now will prove their benefit to you. Send for free sample to 372 Pearl St. New York. Adv.

Good Excuse. "Henry," said the young wife to her bucolic husband after his first Christmas dinner with her relatives, "I must ask you to look a little more carefully after your manners at table when we ate with your knife. Why don't you use your fork?" "I did, dear," he re plied sadly, "but they gave me an old fork. It had slits in it and it leaked." -California Fruit Grower.

Important to Mothers
Examine carefully every bottle of
CASTORIA, a safe and sure remedy for infants and children, and see that it

Bears the Signature of Chart Hitchirk.
In Use For Over 30 Years. Children Cry for Fletcher's Castoria

Gondolier's Days Ending.

With the advent of the motor-boat in Venice, during the last few years steadily diminishing, and now it is reported that the gondollers are about to lay down their oars and form themselves into a body of motor boatmen

Only One "BROMO QUININE" To get the genuine, call for full name, LAXA-TIVE BROMO QUININE. Look for signature of E. W. GROVE. Cures a Cold in One Day. 25c.

Curiosity Aroused. "The hero of this book is dyspep-

"How can you read it?" "I'm anxious to see if a book of this ort can end happily.'

Water in bluing is adulteration. Glass and ater makes liquid blue costly. Buy Red vater makes liquid bl Pross Ball Blue. Adv. A multitude of sins show through

the character that is supposed to cover them. The best of plans fall out, and the best of friends get married.

Weak Women!

Some women are weak because of ills that are comme

In Girlhood-Womanhood and Motherhood

The prescription which Dr. R. V. Pierce uses most successfully—in diseases of women—which has stood the test of nearly half a century—is Dr. Pierce's Favorite Prescription

Take this in liquid or tabler form as a tonic and regulator

Mrs. Kate D. Richardson, of Beazley, Essex Co., Va., says, "I esteem it a pleasure to testify to the wonderful curative qualities of Dr. Pierce's Pavorite Prescription. For some years I suffered greatly with weakness peculiar to my sex. I was treated by several physicians but gradually grow worse. One of my friends told me of the good results of your "Favorite Prescription." I went to the drug store and got a bottle, and after taking it, with the "Pleasant Pellets," I commenced to get better. I never knew what happiness was, for I was always sick and complaining and made others as well as myself unhappy. So you see what a debt I owe you!"

Dr.Pierce's Pleasant Pellets regulate stomach, liver, bowels

Pain Cannot Live

In the same house with Tuttle's Family Elixir. The lameness and soreness resulting from hard work, exposure, or violent exercise often pave the way for serious trouble and should always be avoided by rubbing the limbs and body with

Tuttle's Family Elixir

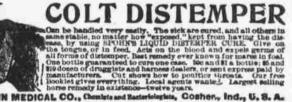
You are the third generation which has known and used Tuttle's Family Elixir as the most reliable and sure remedy for rheumatism, lumbago, backache, toothache, cramps, chills, sprains, bruises, and the other common ills of humanity.

Compounded purely of gums, essential oils, and vegetable extracts—hence perfectly adapted for both internal and external use. Guaranteed under the pure food law of the United States Government.

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you send us 60c. In stamps together with his name, and we will send you promptly, prepaid, a large size bottle. Your money back if it does not do what we claim. Sample bottle sent for 6c. in stamps to

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Lumbago-Sciatica Sprains "The directions seys, its good for

lumbago too,-Sloan's cured my rheumatism; I've used it and I know." Do you use Sloan's? Here's Proof.

"I had my back burt in the Boer War and two years ago I was hit by a street car. I tried all kinds of dope without success. I saw your Limment in a drug stere and got a bettle to try. The first application caused instant relief, and now except for a little stiffness, I am almost well."—Fleecher Norman, Whittier, Calif.

Instant Relief from Sciatica "I was kept in bed with sciatica since the first of February, but I had almost in-stant relief when I tried your Limiment." —W. H. Howkins, Frankfors, Ly.

"As a user of your Liniment for the last 15 years, I can say it is one of the best on the market. Fifteen years ago I sprained my ankle and had to use crutches, and the doctors said I would slaways be lame. A friend advised me to try your Liniment and after using it night and morning for three months I could walk without a cane and run as good as any of the other fremen in my department. I have never been without a bottle since that time."— her William H. Briscoe, Cantul Lilip, N. Y.

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TAPE-WORM Expelled In 8

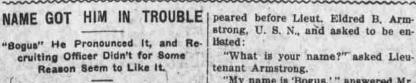
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W. N. U., CINCINNATI, NO. 8-1914.



Cecil W. Bogess recently enlisted in

the United States navy, but his name came near keeping him out of the service. Mr. Bogess, it seems, pronounces his name "bogus," and to that fact was due the trouble he encountered when he applied for enlistment. This is what happened when Bogess ap- "honest it is."

strong, U. S. N., and asked to be enlisted: "What is your name?" asked Lieu-

tenant Armstrong. "My name is 'Bogus,' " answered Mr. Bogess.

"We don't take bogus names here," declared the lieutenant. "You might as was aroused instantaneously. well come clean with your legal name. We haven't time to spend in joking in this office. What's your name?" "It's Bogus," repeated the applicant,

man to divulge the name he inherited body knows me down there." from his parents and the one they decided to bestow upon him. Bogess sighed and muttered some-

ant objects to muttering, and his ire "Let's get this over," he commanded. "Tell me your name or get out of navy who have no names."

thing under his breath. The lieuten-

name and address.-Fleet Review.

"Did you ever see a smile on the here. We aren't taking men into the mouth of a river?" asks a contemporary. No, brother, nor a frown on "But my name really is Bogus," re- the brow of a hill.